

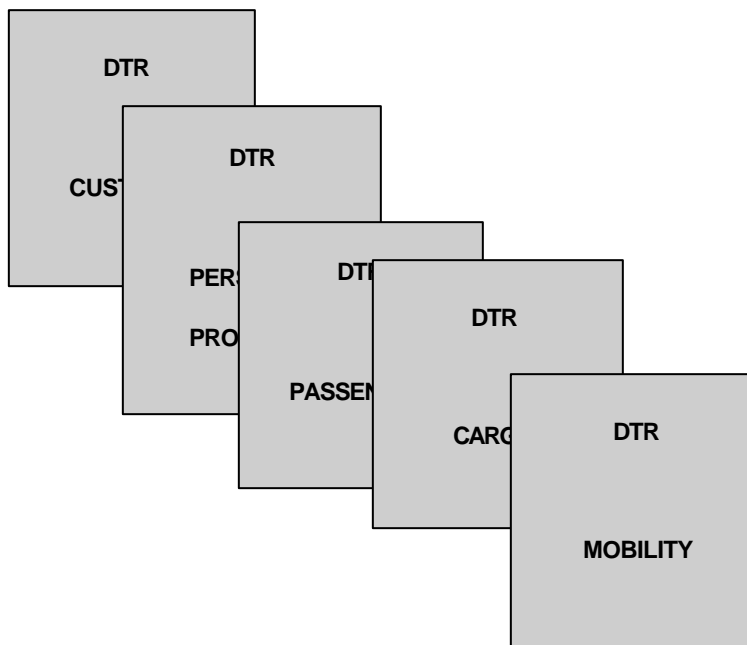


**DOD 4500.9-R**

# **DEFENSE TRANSPORTATION REGULATION**

## **PART III**

### **Mobility**



**November 2001**

## FOREWORD

This document represents changes to Department of Defense (DOD) Regulation 4500.9-R, Defense Transportation Regulation, Part III, Mobility, and integrates Military Standard Transportation and Movement Procedures (MILSTAMP) (DOD 4500.32R) policy and procedures including codes into the Defense Transportation Regulation (DTR). It is issued under the authority of Deputy Under Secretary of Defense (Logistics) Memorandum, Defense Transportation Regulation (DTR), August 4, 1995 and the Under Secretary of Defense (Acquisition and Technology) Memorandum, Assignment of Defense Transportation Operational Regulations and Procedures Authority to Commander in Chief, U.S. Transportation Command (CINCTRANS), 18 November 1998. It implements DOD policies governing the use of DOD-owned and -controlled aircraft and sealift/airlift and establishes criteria for mobility movement. In accordance with DOD Directive 5158.4, United States Transportation Command, January 1993, the Commander in Chief, United States Transportation Command (USCINCTRANS) is the DOD single manager for transportation (for other than Service-unique or theater-assigned transportation assets). Strict adherence to the provisions of this regulation is essential to maintain the integrity of the DOD transportation system.

This change to DOD Regulation 4500.9-R, Part III, Mobility, applies to the Office of the Secretary of Defense; Military Departments; Chairman and Joint Chiefs of Staff; Unified Commands; and the Defense Agencies (hereafter referred to collectively as the “DOD Components”).

This change is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this regulation, and all DOD Components will distribute it for use at the operating level. The DOD Components may publish more detailed guidance if needed and must provide a copy to the United States Transportation Command (USTRANSCOM) /TCJ4-Policy and Procedures Branch (LTP). Proposed changes to this regulation must be sent to USTRANSCOM/TCJ4-LTP after staffing through DOD component mobility channels. No changes to this regulation may be made without prior coordination with the Military Services and other Agencies when applicable.

The DOD Components may obtain copies of this regulation through their own publication channels and it is approved for public release, distribution unlimited. It is also available on the USTRANSCOM web at: <http://public.transcom.mil/j4/j4lt/dtr.html>.

Authorized registered users may obtain copies of this regulation from the Defense Technical Information Center, 8725 John J. Kingman Road, Fort Belvoir, VA 22060. Other Federal Agencies and the public may obtain copies for a fee from the US Department of Commerce, National Technical Information Services, 5285 Port Royal, Springfield, VA 22161.

## TABLE OF CONTENTS

### PART III MOBILITY

<b><u>Section</u></b>	<b><u>Title</u></b>	<b><u>Page</u></b>
FOREWORD .....		ii
TABLE OF CONTENTS .....		iii
PART III MOBILITY .....		iii
APPENDICES .....		iv
FIGURES .....		v
TABLES .....		vi
REFERENCES .....		vii
DEFINITIONS .....		xiii
ABBREVIATIONS AND ACRONYMS .....		xxxvi
WEB SITES .....		xlii

<b><u>Chapter</u></b>	<b><u>Title</u></b>	<b><u>Page</u></b>
CHAPTER 301 GENERAL PROVISIONS FOR MOBILITY MOVEMENTS .....		301-1
A. PURPOSE .....		301-1
B. APPLICABILITY .....		301-1
C. POLICY .....		301-1
D. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES .....		301-1
E. PLANNING CONSIDERATIONS FOR DEPLOYMENT, SUSTAINMENT, AND REDEPLOYMENT .....		301-17
CHAPTER 302 AIR MOVEMENT OPERATIONS .....		302-1
A. GENERAL .....		302-1
B. DEPLOYMENT OPERATIONS .....		302-8
C. SUSTAINMENT .....		302-25
D. REDEPLOYMENT .....		302-28
E. PASSENGER TRANSPORTATION .....		302-31
CHAPTER 303 SURFACE MOVEMENT .....		303-1
A. PURPOSE AND SCOPE .....		303-1
B. WATER TRANSPORTATION .....		303-1
C. RAIL TRANSPORTATION .....		303-10
D. HIGHWAY TRANSPORTATION .....		303-13

## APPENDICES

<u>Appendix</u>	<u>Title</u>	<u>Page</u>
A	Arrival Airfield Control Group (AACG) Checklist .....	A-1
B	Unit Movement Officer (UMO).....	B-1
C	Hazardous Materials (HAZMAT) Certification and Mobility Procedures .....	C-1
D	Aircraft Load Planning and Documentation.....	D-1
E	Preparation of Equipment and Supplies and Joint Inspection Procedures.....	E-1
F	Unit Airlift Affiliation Training .....	F-1
G	Duties of Troop Commander (Planeload Commander or Chalk Leader) .....	G-1
H	Departure Airfield Control Group (DACG) Checklist .....	H-1
I	Marshalling Area.....	I-1
J	Alert Holding Area (AHA).....	J-1
K	Call-Forward Area .....	K-1
L	Ready Line/Loading Ramp Area .....	L-1
M	Engine Running Onload/Offload (ERO) Procedures for C-130, C-141, C-17, and C-5 Aircraft .....	M-1
N	Airborne and Air Delivery Operations .....	N-1
O	Center of Balance (CB) Determination – Finding CB.....	O-1
P	Standard Hand Signals for Loading and Unloading Aircraft.....	P-1
Q	Sealift Sources.....	Q-1
R	Hazardous Materials (HAZMAT) Exceptions .....	R-1
S	Supercargoes .....	S-1
T	Rail Operations .....	T-1
U	Port Augmentation.....	U-1
V	Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States .....	V-1
W	Aerial Port and Air Terminal Policy and Procedures .....	W-1
X	Movement of Humanitarian Assistance (HA) Supplies.....	X-1
Y	DD FORM 1726 Preparation Instructions .....	Y-1
Z	Unit Moves.....	Z-1

## FIGURES

<b><u>Figure</u></b>	<b><u>Title</u></b>	<b><u>Page</u></b>
301-1	Constrained Environment .....	301-17
301-2	Unconstrained Environment .....	301-18
301-3	DD Form 93, Record of Emergency Data.....	301-45
301-4	DD Form 1387, Military Shipment Label.....	301-47
301-5	DD Form 1854, US Customs Accompanied Baggage Declaration.....	301-48
301-6	DD Form 603, Registration of War Trophy Firearm.....	301-50
301-7	CF 4455, Certificate of Registration.....	301-51
301-8	DD Form 1750, Packing List .....	301-52
301-9	DA Form 5748-R, Shipment Unit Packing List and Load Diagram.....	301-54
301-10	Customs Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health.....	301-56
302-1	Tanker Airlift Control Element (TALCE) Organization .....	302-3
302-2	Unit Movement Responsibilities.....	302-6
302-3	Typical DACG/AACG Manning Table for One, 12-Hour Shift .....	302-7
302-4	Format for Vehicle Packing List .....	302-14
302-5	Departure Airfield/Operations .....	302-17
302-6	Point-To-Point Communication.....	302-18
302-7	Circle of Safety and Vehicle Access Routes to Transport Aircraft .....	302-21
302-8	Reception Process .....	302-22
302-9	Notional Aerial Port of Debarkation.....	302-23
302-10	DD Form 1907, Signature and Tally Record .....	302-29
303-1	DD Form 1085, Domestic Freight Routing Request and Order .....	303-16
B-1	UMO Folder .....	B-2
C-1	Shippers Declaration for Dangerous Goods .....	C-7
C-2	Inventory Control Points .....	C-8
C-3	DD Form 836, Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel .....	C-10
C-4	DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) ....	C-14
C-5	Container Packing Certificate or Vehicle Packing Declaration.....	C-17
C-6	DD Form 2776, Dangerous Cargo Load List.....	C-18
D-1	C-5 Planning Data .....	D-9
D-2	DD Form 2130-1, C-5 A/B Load Plan (w/Cargo Pallet Positions).....	D-10
D-3	C-130 Planning Data .....	D-12
D-4	DD Form 2130-2, C-130 A/B/E/H Load Plan (w/Cargo Pallet Positions) .....	D-14
D-5	C-141B Planning Data .....	D-16
D-6	DD Form 2130-3, C-141B Load Plan (w/Cargo Pallet Positions).....	D-17
D-7	DD Form 2130-4, C-160 Transall Load Plan (w/Cargo Pallet Positions) .....	D-19
D-8	DD Form 2130-5, DC 10-10/30CF Load Plan (Side 1 w/Cargo Pallet Positions) .	D-23
D-9	KC-10A Planning Data .....	D-25
D-10	DD Form 2130-6, KC-10A Load Plan (w/17 Cargo Pallet Positions) .....	D-27
D-11	DD Form 2130-7, KC10A Load Plan (w/23 Cargo Pallet Positions) .....	D-29

<b><u>Figure</u></b>	<b><u>Title</u></b>	<b><u>Page</u></b>
D-12	DD Form 2130-8, DC8-50 Series F/CF Load Plan (w/Cargo Pallet Positions) .....	D-31
D-13	DD Form 2130-9, DC-8-61/71-63/73F/CF Load Plan (w/Cargo Pallet Positions) .....	D-33
D-14	DD Form 2130-10, DC8-62CF Load Plan (w/Cargo Pallet Positions) .....	D-35
D-15	DD Form 2130-11, B707-300C Load Plan(w/Cargo Pallet Positions).....	D-37
D-16	DD Form 2130-12, Load Plan B747-100F/200C/200F .....	D-39
D-17	C-17 Planning Data .....	D-41
D-18	DD Form 2130-13, C-17 Load Plan (w/Cargo Pallet Positions) .....	D-42
D-19	KC-135 Planning Data .....	D-44
D-20	DD Form 2130-14, KC-135 Load Plan (w/Cargo Pallet Positions) .....	D-45
D-21	DD Form 2130C, Aircraft Load Plan Continuation Sheet.....	D-47
D-22	Standard Planning Weights .....	D-48
D-23	DD Form 2131, Passenger Manifest.....	D-51
D-24	DD Form 1387-2, Special Handling Data/Certification .....	D-53
E-1	Checklist for Pallet Build-Up.....	E-3
E-2	DD Form 2133, Joint Airlift Inspection Record .....	E-10
E-3	DD Form 2775, Pallet Identifier .....	E-12
F-1	AMC Airlift Load Plan Certification.....	F-5
G-1	Planeload/Troop Commander's/Chalk Leader Itinerary .....	G-3
G-2	Prohibited Item Briefing .....	G-4
O-1	Vehicle Measurement Points .....	O-2
O-2	Center of Balance Marker.....	O-3
V-1	DD Form 1266, Request for Special Hauling Permit .....	V-3
V-2	DD Form 1265, Request for Convoy Clearance .....	V-5
V-3	Sample of Convoy Vehicle Marking .....	V-18
V-4	Sample of Convoy Signs, Front and Rear.....	V-19
V-5	Sample of Convoy Commander's Sign, Front and Rear.....	V-20
Y-1	CONUS Military Installation Materiel Outloading and Receiving Capability Report .....	Y-3
Z-1	STANAGs .....	Z-7
Z-2	Trailer Data TCMD Entries (DI T_5) for All Vehicles, Unit Movement, Pre- Positioned and Outsize General Cargo Requirements .....	Z-8
Z-3	COE POC Ammunition and Related Items .....	Z-10

## TABLES

<b><u>Table</u></b>	<b><u>Title</u></b>	<b><u>Page</u></b>
Y-1	Preparation Instructions for DD Form 1726 .....	Y-1

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(Each applies to the current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance).

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## DEFINITIONS

The following word/phrase definitions are provided for use in conjunction with this regulation, Part III.

1. **Active Duty**. Full-time duty in the active military service of the United States. This includes members of the Reserve components serving on active duty or full-time training duty, but does not include full-time National Guard duty.
2. **Aerial Port**. An airfield that has been designated for the sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.
3. **Aerial Port of Debarkation (APOD)**. The geographic point (air) at which cargo and passengers are discharged after airlift from country of origin. The APOD may not coincide with the end destination for either passengers or cargo. The APOD will interface with the theater distribution system for onward movement to destination.
4. **Aerial Port of Embarkation (APOE)**. The geographic point (air) in a routing scheme from which cargo or personnel depart. For unit and non-unit requirements; it may or may not coincide with the origin.
5. **Affiliation Training Team (ATT)**. Air Mobility Squadrons, Air Mobility Control Flights, Airlift Control Squadrons, and Airlift Control Flights are responsible for conducting the Air Mobility Command Affiliation Program. An ATT consists of two qualified affiliation instructors responsible for conducting the equipment preparation course and airlift planners course.
6. **Airlift Clearance Authority (ACA)**. A Service activity which controls the movement of cargo (including personal property) into the airlift system under provisions of this regulation, Part II, Cargo Movement.
7. **Air Mobility Command (AMC)**. An Air Force major command and United States Transportation Command Air Force component with the primary responsibility for Department Of Defense airlift.
8. **Air Mobility Control Unit (AMCU)**. The terms Air Mobility Squadron, Air Mobility Control Flight, Airlift Control Squadron, Airlift Control Flight, United States Air Force Europe Contingency Response Flight and Pacific Air Forces Tanker Airlift Control Element are interchangeable with and will be described using the term "Air Mobility Control Unit".
9. **Air Mobility Squadron (AMS)**. Provides a cadre of personnel to deploy worldwide and establish command and control capabilities at locations where insufficient or no operational support exists for air mobility assets. AMSs operate Tanker Airlift Control Elements, deploy mission support teams, conduct airfield surveys, and conduct Air Mobility Command affiliation training.

10. **Airport**. An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.
11. **Air Terminal**. A facility on an airfield that functions as an air transportation hub and accommodates the loading and unloading of airlift aircraft and the intransit processing of traffic. The airfield may or may not be designated an aerial port.
12. **Air Terminal Operations Center (ATOC)**. The command and control element of an aerial port that performs aircraft load planning and airlift capability forecasting. Provides air terminal information control. Performs lost and damaged cargo investigations. Performs ramp coordination duties, computer operations, and system administration. Maintains station files and prepares reports.
13. **Ammunition/Explosives**. A device charged with explosives, propellants, and pyrotechnics, initiation composition of nuclear, biological, or chemical material for use in connection with defense or offense, including demolition. This also includes ammunition used for training, ceremonial, or non-operational purposes.
14. **Area of Operation**. A specifically defined geographic area established by a transportation office within an area of responsibility (AOR) for traffic distribution purposes. Areas of operation are established in response to the specific economic and transportation sectors existing in an AOR to facilitate an efficient working relationship with Department of Defense-approved carriers.
15. **Area of Responsibility (AOR)**. The geographical area associated with a combatant command within which a combatant commander has authority to plan and conduct operations. In naval usage, a predefined area of enemy terrain for which supporting ships are responsible for covering by fire on known targets or targets of opportunity and by observation.
16. **Armed Forces**. The military forces of a nation or a group of nations.
17. **Armed Forces of the United States**. A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard. (Also see “United States Armed Forces”).
18. **Baggage**. Includes, but is not limited to, personal clothing, professional equipment, and other items necessary for the health, welfare, and morale of the member.
19. **Barge**. A flat-bed, shallow-draft vessel with no superstructure that is used for the transport of cargo and ships’ stores or for general utility purposes.
20. **Best Value**. Selection of contractors/carriers to support Defense Transportation System requirements will utilize a best value approach, based on determining factors such as quality of service, past performance, cost/price, claims experience, ability to perform service within stated requirements, and carrier commitment of transportation assets to readiness support. Under the best value approach, cost is not the only factor in carrier selection. Past performance factors include but are not limited to; on-time pickup and

delivery percentage, lost or damaged cargo percentage, number of claims, and provider availability. Service factors include, but are not limited to carrier ability to provide responsible and reliable service, routing, and ability to provide in-transit visibility and commitment of transportation assets to readiness support.

21. **Bill of Lading**. A document that lists and acknowledges the receipt of goods for shipment and specifies the terms and conditions of their transport, or it refers to a charter party and lists the goods that are to be shipped under that charter party and serves as the document of title to those goods. A contract between the shipper and the carrier whereby the carrier agrees to furnish transportation services subject to the conditions printed on the bill of lading.
22. **Breakbulk Cargo**. Any commodity that, because of its weight, dimensions, or incompatibility with other cargo, must be shipped by mode other than military van or SEAVAN.
23. **Breakbulk Ship**. A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.
24. **Cargo**. Supplies, materials, stores, baggage, or equipment transported by land, water, or air.

**Bulk (freight)**. That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain.

**Containerizeable Cargo**. Items that can be stowed or stuffed into a container.

**Non-Containerizeable Cargo**. Items that cannot be stowed or stuffed into a container (i.e., over-sized or overweight cargo).

**Source Stuffed Cargo**. Cargo that economically fills a container from a single origin point.

25. **Carrier**. Any individual, company, or corporation commercially engaged in transporting cargo or passengers between two points.
26. **Certification of Highway Movement Essential to National Defense**. Certification by a military authority that the oversize or overweight vehicle and/or cargo is essential, cannot be reduced in size or weight, and cannot be moved by another mode of transportation to meet the required delivery date. This certification is a means to inform regulatory authorities of the importance of the movement and allow maximum flexibility in approving a permit.
27. **Channel Airlift**. Common-user airlift service provided on a scheduled basis between two points. There are two types of channel airlift. A requirements channel serves two or more points on a scheduled basis depending on the volume of traffic; a frequency channel is time-based and serves two or more points at regular intervals.

28. **Channel Sequence Listing.** A listing of approved active Air Mobility Command (AMC) channels prepared annually by Headquarters AMC and distributed to all users of AMC airlift.
29. **Channel Traffic.** Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of Air Mobility Command (AMC) or commercial aircraft under contract to and scheduled by AMC.
30. **Civil Agencies.** All agencies in the federal government other than Department of Defense installations and activities, (e.g., General Services Administration).
31. **Classified Material/Matter.** Official information or matter, in any form or of any nature, which requires protection in the interest of national security. Material is classified CONFIDENTIAL or SECRET under Department of Defense 5200.1-R, Information Security Program.
32. **Clearance Authority (CA).** The activity which controls and monitors the flow of cargo into the airlift or water transportation system. (See Airlift Clearance Authority, Ocean Cargo Clearance Authority, and Water Clearance Authority.)
33. **Closed Vehicle or Equipment.** A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.
34. **Common-User Land Transportation (CULT).** Point-to-point land transportation service operated by a single Service for common use by two or more Services.
35. **Common-User Lift.** United States Transportation Command-controlled lift. The pool of strategic transportation assets either government-owned or chartered that are under the operational control of Air Mobility Command, Military Sealift Command, or Military Traffic Management Command for the purpose of providing common-user transportation to the Department of Defense across the range of military operations. These assets range from common-user organic or chartered pool of common-user assets available day-to-day to a larger pool of common-user assets phased in from other sources.
36. **Common-User Ocean Terminal.** A military installation, part of a military installation, or a commercial facility operated under contract or arrangement by the Military Traffic Management Command that regularly provides, for two or more Services, terminal functions of receipt, transient storage or staging, processing, and loading and unloading of passengers or cargo aboard ships.
37. **Consignee.** The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that is receiving the product.
38. **Consignor.** The person or activity that is the supplier or shipper of a product.
39. **Consolidation.** The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.



40. **Constrained Requirement.** A requirement for common-user transportation that is directed/identified to the Joint Mobility Control Center for analysis and subsequent tasking to the components. A requirement may become constrained in one of the following ways:

Constrained by the nature of the requirement:

Requirement is outside the capability or authority of the transportation agency (type of cargo, cost, mode, etc.).

Nature of the requirement (contingency, crisis, special mission, etc.).

Identity/level of requester (White House, Drug Enforcement Administration, Joint Staff, etc.).

Becomes constrained during movement (execution):

Situational developments (weather, threat, port/throughput capability, model/simulation results, readiness, political environment, etc.).

Change of mission.

Commander's intent (Commander's specific request or requirement).

41. **Container.**

Cargo. A standardized, demountable reusable conveyance for transporting cargo on a chassis, rail car, or vessel.

CONEX. Container Express (CONEX). A metal shipping container 8'6" long, 6'3" wide, and 6'10-1/2" high or 4'3" long, 63" wide and 6'10-1/2" high used for shipping cargo.

Dromedary. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and which can be used to transport less-than-truckload shipments of Arms, Ammunition and Explosives, SECRET, CONFIDENTIAL, and Controlled Cryptographic Items, or sensitive material.

Flat Rack. Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.

Half-Height. A container with sides that are approximately 4 foot high and that has no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided.

International Organization for Standardization (ISO) Container. A standardized, demountable container for transporting cargo on a chassis, rail car, or vessel. ISO

containers may be 8' 20', 40', or 45' long by 8' wide and 9' 6" high. Also called QUADCONs.

Military Van (MILVAN). A military-owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of military cargo. (Dimensions: 20' long, 8' wide and 8' high or may be a flat rack.)

Military Sealift Command Van. A SEAVAN leased and controlled by the Military Sealift Command. (See SEAVAN.)

Open Top Container. A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements.

Refrigerated (Reefer) Container. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration.

SEAVAN. Commercial or government-owned (or leased) shipping containers that are moved via ocean transportation without bogey wheels attached.

Tank Container. Specialized container that meets International Standards Organization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids.

42. **Container-Handling Equipment (CHE).** Items of materials-handling equipment required to specifically receive, maneuver, and dispatch International Organization for Standardization containers.
43. **Containerization.** The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.
44. **Container Ship.** A ship specifically constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Container ships are usually non-self-sustaining, do not have built-in capability to load or offload containers, and require port crane service or auxiliary crane ship. A container ship with shipboard-installed cranes capable of loading and off-loading containers without assistance of port crane service is considered self-sustaining.
45. **Continental United States (CONUS).** United States territory, including the adjacent territorial waters, located within North America between Canada and Mexico.
46. **Contract Administration Office.** The activity responsible for administering the contract against which the shipment was made.

47. **Controlled Cargo.** Items that require additional control and security as prescribed in various regulations and statutes. (See Protected Cargo).
48. **Convoy Commander.** The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The person authorizing movement designates the convoy commander.
49. **Convoy Movement Order.** A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the Army National Guard State Movement Control Center (SMCC) in the state where a convoy originates. During a time of emergency, the SMCC is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265 Request for Convoy Clearance, submitted by the requesting unit and prior emergency procedures established by the SMCC.
50. **Country Code.** A two-position code indicating the country, international organization, or account which is the recipient of materiel or services under the Security Assistance Program.
51. **Courier Transfer Station.** A collection and control point for carrying on the mission of the Defense Courier Service.
52. **Cubic foot.** One cubic foot is a volume one foot high, one foot wide, and one foot deep; one cubic foot (cu ft)= 1/27 cubic yard = 1,728 cubic inches
53. **Customer.** Any authorized user of the Defense Transportation System.
54. **Deck cargo.** Cargo stowed on open spaces on the vessel deck.
55. **Defense Freight Railway Interchange Fleet (DFRIF).** A fleet of rail freight cars built and maintained to the standards established by the Association of American Railroads and the Department of Transportation. These cars are suitable for shipping Department of Defense cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.
56. **Defense Transportation System (DTS).** That portion of the Nation's transportation infrastructure that supports Department of Defense common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense.
57. **Defense Transportation Tracking Service (DTTS).** A computer-based system developed and managed by the United States Navy. Uses satellite technology and twenty-four hour operations to execute its primary mission of in-transit Ordnance safety and security for all Department of Defense shipments of Arms, Ammunition and Explosives (AA&E) and Other Sensitive Materials (OSM) by commercial truck within the continental United States. Also supports a secondary mission of providing in-transit visibility of AA&E and OSM by hourly pushing its database to the United States Transportation Command's Global Transportation Network.

58. **Density**. The weight of freight per cubic foot or other unit.
59. **Department of Defense Activity Address Code (DODAAC)**. A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in the Department of Defense Activity Address Directory. These activities are authorized to ship or receive material and to prepare documentation or billings.
60. **Department of Defense Activity Address Directory (DODAAD)**. Publication that lists all Department of Defense activities and their six-position alphanumeric codes called Department of Defense Activity Address Codes.
61. **Department of Defense (DOD) Aircraft**. An aircraft owned or controlled by any Department of Defense activity or component; includes planes chartered or leased for periods greater than 90 days.
62. **Department of Defense (DOD) Components**. The Office of the Secretary of Defense (OSD) and activities administratively supported by the OSD; the Military Departments; the Chairman, Joint Chiefs of Staff; the Unified Commands; and the Defense Agencies.
63. **Department of Defense (DOD) Foreign Clearance Guide**. A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into foreign countries.
64. **Destination**. The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent.
65. **Dromedary**. See Container.
66. **Dunnage**. Lumber or other material used to brace and secure cargo to prevent damage.
67. **Electronic Data Interchange (EDI)**. Computer-to-computer exchange of business data using standards jointly developed by standards groups such as American National Standards Institute or Electronic Data Interchange Agency.
68. **Escort(s) or Courier(s), Transportation**. United States Government military members or civilian employees, or Department of Defense (DOD) contractor employees responsible for continuous surveillance and control of classified material during movements. Individuals designated as escorts or couriers must possess a DOD-issued security clearance at least equal to the level of classification of the material being transported.
69. **Essential Cargo**. Cargo that is essential to a military mission and is prescribed in Department of Defense Directive 4140.1 Materiel Management Policy.
70. **Expedited Handling Shipments**. Items and/or shipment units with an entry of N\_\_ , E\_\_ , 999, or 777 in the Required Delivery Date field of Military Standard Requisitioning and Issue Procedures requisition and/or the Defense Transportation Regulation Transportation Control and Movement Document normally require expedited transportation. Items and/or shipment units with 555 or 444 in the RDD field may also require expedited transportation.

71. **Export Traffic Release (ETR)**. Shipping instructions, issued by the Military Traffic Management Command or theater Commander-In-Chief in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any pertinent Routing Instruction Notes.
72. **Flat Rack Container**. See Container.
73. **Fleet Post Office (FPO)**. A Navy activity established within the Continental United States collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail, and maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.
74. **Force Activity Designator (FAD)**. A term accompanied by a Roman Numeral (I through V) which denotes the operational importance of the mission of a unit, activity, or project. FAD I represents top national priority and must be authenticated by the Joint Chiefs of Staff. Service chiefs and unified commanders are authorized to assign FADs II through V to include Military Assistance Program (<https://daynt6c.daas.dla.mil/dodaac/mapac.htm>) requirements.
75. **Frequency Channels**. An Air Mobility Command frequency channel may be set up when traffic requirements do not support the desired frequency of service. Frequency channels may be requested on the basis of operational necessity for support of a mission sensitive area or for quality of life purposes to remote areas.
76. **Fuse, Fuze, Fusee**. In this regulation, the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze and fusee are applied as specified in 49 Code of Federal Regulations, International Civil Aviation Organization regulations, and related publications. Fuse/Fuze are two words that have a common origin (French fusee, fusil) and are sometimes considered to be different spellings. It is useful to maintain the convention that fuse refers to a cord-like igniting device, whereas fuze refers to a device used in ammunition and incorporates mechanical, electrical, chemical, or hydrostatic components to initiate a chain of events by deflagration or detonation (49 CFR Part 173.59, Description of Terms for Explosives).
77. **General Cargo**. Cargo that is susceptible for loading in general, nonspecialized stowage areas or standard shipping containers; e.g., boxes, barrels, bales, crates, packages, bundles, and pallets.
78. **Global Transportation Network (GTN)**. The designated Department of Defense (DOD) in-transit visibility system, providing customers with the ability to track the identity, status and location of DOD units and non-unit cargo, passengers, patients, forces, and military and commercial airlift, sealift, and surface assets from origin to destination across the range of military operations. The GTN collects, integrates, and distributes transportation information to combatant commanders, Services, and other DOD customers. GTN provides the United States Transportation Command with the ability to perform command and control operations,

planning and analysis, and business operations in tailoring customer requirements throughout the requirements process.

- 79. **Gross Weight**. The combined weight of a container and its contents including packing material.
- 80. **Half-Height Container**. See Container.
- 81. **Hatch**. An opening in a ship's deck giving access to cargo holds.
- 82. **Hatch List**. A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of material in the hold.
- 83. **Hazardous Material or Substance**. A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, and elevated temperature materials as defined in this section, materials designated as hazardous under the provisions of 49 Code of Federal Regulations (CFR), Parts 172.101 and 172.102 and materials that meet the defining criteria for hazard class and divisions in 49 CFR Part 173.
- 84. **Heavy Lift Cargo**. 1. Any single cargo lift, weighing over 5 long tons, and to be handled aboard ship. 2. In Marine Corps usage, individual units of cargo that exceed 800 pounds in weight or 100 cubic feet in volume.
- 85. **Hold**. A cargo stowage compartment aboard ship.
- 86. **Installation Transportation Officer (ITO)**. See Transportation Officer.
- 87. **Intermediate Staging Base (ISB)**. A temporary location used to stage forces prior to inserting the forces into the host nation.
- 88. **Intermodal**. Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute and International Organization for Standardization containers, linehaul assets, and handling equipment.
- 89. **Intermodal Container or Trailer**. Containers or trailers designed to transport cargo from origin to destination by more than one mode of transportation.
- 90. **International Air Transport Association (IATA)**. Association of member airlines and developer of IATA Dangerous Goods Code which is used as a reference and unofficial guidance for air shipment of hazardous material. The IATA Dangerous Goods Code includes special restrictions imposed by its member airlines.

91. **International Civil Aviation Organization (ICAO)**. Official ruling body for commercial air shipment of hazardous material and publisher of the official ICAO Dangerous Goods Code.
92. **International Maritime Organization (IMO)**. Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods Code.
93. **International Organization for Standardization (ISO)**. A worldwide federation of national standards bodies from some 100 countries, one from each country. The ISO is a non-governmental organization, established to promote the development of standardization and related activities in the world with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. ISO's work results in international agreements which are published as international standards.
94. **Inter-Service Support**. Action by one military Service or element to provide logistics and/or administrative support to another military Service or element. Such action can be recurring or non-recurring in character, on an installation, in an area, or on a worldwide basis.
95. **In-Transit Visibility (ITV)**. The ability to track the identity, status, and location of Department of Defense unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants) passengers, medical patients, and personal property from origin to consignee or destination across the range of military operations.
96. **Joint Inspection**. Joint Inspection is the inspection of aircraft loads by qualified representatives from the moving unit and a supporting airlift representative,
97. **Joint Logistics Over the Shore (JLOTS)**. Logistics over-the-shore operations conducted by two or more Military Services.
98. **Joint Transportation Board (JTB)**. Responsible to the Chairman of the Joint Chiefs of Staff, the JTB assures that common-user transportation resources assigned or available to the Department of Defense (DOD) are allocated to achieve maximum benefit in meeting DOD objectives.
99. **Julian Date**. This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and day of the year, in that sequence. Example: 25 August 2001 = 1237.
100. **Lashing**. Ropes, wires, chains, steel straps, or other special devices used to secure cargo.
101. **Less Than Truckload (LTL)**. A quantity of cargo less than that required for the application of a truckload rate.
102. **Load Planning Team**. A load planning team provides on site load planning/cargo preparation assistance to major users of airlift. The Load Planning Team consists of a

maximum of three qualified affiliation instructors; one individual must be Mission Support Team qualified.

103. **Loaded to Capacity**. A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with that quantity of material that is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
104. **Logistics Over the Shore (LOTS)**. The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or nondefended territory, and in time of war, during phases of theater deployment in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.
105. **Long Ton (L/T or LTON)**. A long ton equals 2,240 pounds. (See Ton)
106. **Manifest**. A document specifying, in detail, the passengers or items carried for a specific destination.
107. **Marking**. Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.
108. **Materials Handling Equipment (MHE)**. Mechanical devices for handling of supplies with greater ease and economy.
109. **Measurement Ton (M/T or MTON)**. A measurement ton equals 40 cubic feet. See Ton.
110. **Metric Ton (M.T.)**. 1,000 kg. (2,204.6 pounds.) See Ton.
111. **Military-Owned Vehicles (MOV)**. Organic, tactical, or theater-owned vehicles, may include aircraft, and sea vessels.
112. **Military Sealift Command (MSC)**. A major command of the United States (US) Navy, and the US Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain and redeploy US forces on a global basis.
113. **Military Service**. A branch of the Armed Forces of the United States (US), established by act of Congress, in which persons are appointed, enlisted, or inducted for military service, and which operates and is administered within a military or executive department. The Military Services are: the US Army, the US Navy, the US Air Force, the US Marine Corps, and the US Coast Guard.
114. **Military Traffic Expediting (MTX) Service**. An expediting service provided by the Association of American Railroads for military rail carload or specialized shipments.
115. **Military Traffic Management Command (MTMC)**. A major command of the United States (US) Army and the US Transportation Command's component command responsible for designated continental US land transportation as well as common-user water terminal,



traffic management service, and acquiring ocean liner intermodal service for the Defense Transportation System to deploy, employ, sustain, and redeploy US forces on a global basis.

116. **Military Traffic Management Command (MTMC) Operations Center**. The Operations Center has three divisions at Ft Eustis, VA, Plans, Readiness and Mobilization, Deployment Operations, and Global Distribution. The fourth division, Programs and Policy, is located at Headquarters MTMC.
117. **Military Van (MILVAN)**. See Container.
118. **Mission Support Element (MSE)**. An MSE is an individual unit that performs specific functions required to support airlift operations. Examples of MSEs are maintenance, aerial port, weather, intelligence, and flying safety. MSEs may be deployed to support Tanker Airlift Control Elements (TALCEs) or existing operations throughout the world. When deployed with a TALCE, the MSE is under the direct command of the TALCE commander. When deployed to augment an existing operation, an MSE's operational chain of command is as directed by Headquarters Air Mobility Command Tanker Airlift Control Center (TACC) Global Readiness Division (XOP).
119. **Mission Support Team (MST)**. A MST performs the same functions as a Tanker Airlift Control Element but on a smaller scale. The MST chief is an enlisted supervisor (7-level or above) trained with the Air Mobility Control Unit (AMCU) and certified by an AMCU commander/flight chief. The MST chief is normally a loadmaster or boom operator as prescribed by the Unit Type Code Mission Capability Statement.
120. **Mobility**. A quality or capability of military forces which permits them to move from place to place while retaining the ability to fulfill their primary mission.
121. **Mobility Forces**. A term used extensively in the Department of Defense (DOD) airlift community referring to those forces that provide airlift support to deploying forces. They are normally provided by the Air Mobility Command (AMC), but may be provided by non-AMC host or support installations. Examples of AMC mobility forces are Tanker Airlift Control Elements, Mission Support Elements, Mission Support Teams, aerial ports, and air terminals. Non-AMC mobility forces include Arrival/Departure Airfield Control Groups (A/DACGs), installation deployment forces, etc.
122. **Mobility Officer**. Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes: Division Transportation Officer, Unit Movement Coordinator, Unit Movement Officer, Strategic Mobility Officer, Defense Movement Coordinator, Installation Deployment Officer, Embarkation Officer, and Installation Mobility Officer.
123. **Mode of Transport**. The various modes used for a movement. For each mode, there are several means of transport. They are (a) inland surface transportation (rail, highway, and inland waterway); (b) sea transportation (coastal and ocean); (c) air transportation; and (d) pipelines.

124. **Munition(s)**. A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition. NOTE: In common usage, “munitions” (plural) can be military weapons, ammunition, and equipment.
125. **National Stock Number (NSN)**. The 13-digit stock number replacing the 11-digit Federal Stock Number. It consists of the 4-digit Federal Supply Classification code and the 9-digit National Item Identification Number. The National Item Identification Number consists of a 2-digit National Codification Bureau number designating the central cataloging office (whether North Atlantic Treaty Organization or other friendly country) that assigned the number and a 7-digit (xxx-xxxx) nonsignificant number. The number will be arranged as follows: 9999-00-999-9999.
126. **Naval Transportation Support Center (NAVTRANS)**. Provides worldwide transportation/physical distribution services for United States Navy afloat and ashore activities plus payment and accounting services for Navy transportation.
127. **Net Explosive Weight (NEW)**. For explosives in categories Class 1.3 and 1.4, the total weight of all components, includes primary and secondary explosives, pyrotechnics, and propellants in tanks, drums or cylinders or other containers expressed in pounds.
128. **Net Weight**. The weight of an item being shipped excluding the weight of packaging material or container (does not apply to household goods) or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.
129. **Ocean Cargo Clearance Authority (OCCA)**. The Military Traffic Management Command activity that books Department of Defense (DOD) sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export and import surface traffic management functions for DOD cargo moving within the Defense Transportation System. (See Water Clearance Authority).
130. **Operating Authority**. An authorization issued by the appropriate regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.
131. **Opportune Airlift**. The capability to move passengers, cargo, and/or mail on an aircraft not otherwise used in a revenue-generating channel capacity, normally without cost to the shipper.
132. **Opportune Cargo**. This is cargo that is either moved or available to move on a space available basis. Approved movements are performed without cost to the customer. Air cargo movements are normally performed using Special Assignment Airlift Mission procedures. Active Duty, Reserve, and Guard crew training provides for space available cargo support. This practice helps optimize both the Defense Transportation System and crew proficiency.
133. **Opportune Sealift**. This is cargo that is either moved or available to move on a space available basis. It is the use of sealift in a secondary role to the primary mission, and the

portion of sealift capability available for use after planned mission requirements have been met.

134. **Organic Airlift**. Airlift provided by aircraft owned/operated by each Service and includes United States-controlled commercial airlift aircraft.
135. **Outsize(d) Dimensions**. Any dimension of a shipment greater than six feet; a shipment with such a dimension.
136. **Outsize Cargo (Air)**. A single item of cargo, too large for palletization or containerization, that exceeds 1090 inches long by 111 inches wide by 105 inches high. Requires transport by sea or use of a C-5 or C-17 aircraft for transport by air.
137. **Oversize Cargo (Air)**. Cargo in a single item that exceeds the usable dimensions of a 463-L pallet of 108 inches long by 88 inches wide by 96 inches high in any dimension.
138. **Oversize Breakbulk or Roll On/Roll Off (Ro-Ro) Ocean Cargo**. Cargo with any dimension over 45 feet long, more than 8 feet wide or over 9 feet six (6) inches high.
139. **Overseas**. All locations, including Alaska and Hawaii, outside the continental United States.
140. **Packaging**. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.
141. **Pallet**. A flat base for combining stores or carrying a single item to form a unit load for handling, transportation, and storage by materials handling equipment.
- 463-L. An 108" x 88" aluminum flat base used to facilitate the upload and download of aircraft.
- Warehouse. A two-deck platform, usually wooden, used for handling several packages as a unit. Also referred to as a "skid".
142. **Palletized Unit Load**. Quantity of any item, packaged or unpackaged, which is arranged on a pallet in a specified manner and securely strapped or fastened thereto so that the whole is handled as a unit.
143. **Palletized Load System (PLS)**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and -unloading. Truck and companion trailer each have a 16.5 ton payload capacity.
144. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, some of which conform to International Organization Standards specifications.
145. **Pilferable Cargo**. Items which are vulnerable to theft because of their ready resale potential, i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computer software, etc. (See Protected Cargo.)

146. **Pilferage**. The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money, has intrinsic value, or a commercial use.
147. **Port of Debarkation (POD)**. The geographic point at which cargo or personnel are discharged. This may be a seaport or aerial port of debarkation; for unit requirements; it may or may not coincide with the destination.
148. **Port of Embarkation (POE)**. The geographic point in a routing scheme from which cargo or personnel depart. This may be a seaport or aerial port from which personnel and equipment flow to a port of debarkation; for unit and non-unit requirements, it may or may not coincide with the origin.
149. **Priority**. Precedence for movement of traffic.
150. **Priority Designator**. A two-digit issue and priority codes (01 through 15) placed in military standard requisitioning and issue procedure requisitions. It is based upon a combination of factors which relate the mission of the requisitioner and the urgency of need or the end use and is used to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system.
151. **Proper Shipping Name**. The name of a hazardous material as shown in 49 Code of Federal Regulations and related or similar publications.
152. **Protected Cargo**. Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. (See Controlled Cargo, Pilferable Cargo, and Sensitive Cargo.)
153. **Public Highway**. Any public or other-than-Department of Defense (DOD)-controlled street, road or highway used by the general public for vehicular traffic or other than DOD controlled. A road is considered DOD controlled, and not a public highway, if the road is restricted at all times through the use of gates and guards. Uncontrolled roads, even on government property, are considered public highways.
154. **Rail Inspection Service (RIS)**. RIS is a Greater Security Transportation Protective Services performed by rail carriers for in-transit inspection of sensitive and pilferable items in a shipment. RIS includes Military Traffic Expediting Service. RIS replaces two rail security services, Rail Surveillance Service (RSS) and Tank Surveillance Service (TSS).
155. **Refuge**. Emergency assistance provided by an installation to a carrier's vehicle transporting arms, classified (SECRET or CONFIDENTIAL) materials, or division 1.4 ammunition. The criteria for granting assistance are the same as for safe haven, except the installation does not have to consider quantity-distance factors.
156. **Required Delivery Date (RDD)--Cargo**. The calendar date when the requisitioner requires material. RDD field may contain 999, E--, N--, 444, 555, or 777 to indicate expedited handling required.

157. **Requirement Channel**. Air Mobility Command channel that services two points on a recurring basis, with actual movements dependent on volume of traffic.
158. **Retrograde Cargo**. Cargo evacuated from a Theater.
159. **Roll On/Roll Off (RO/RO)**. Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.
160. **Routing Instruction Note(s) (RIN)**. Codes used on Route Orders to identify conditions and stipulations required.
161. **Safe Haven**. Emergency assistance provided by an installation to a carrier's vehicle transporting division 1.1, 1.2, 1.3 ammunition and explosives due to circumstances beyond a carrier's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas. Also, designated area(s) to which noncombatants of the United States Government's responsibility and commercial vehicles and material may be evacuated during a domestic or other valid emergency.
162. **Sealift Enhancement Program (SEP)**. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Force ships or ships under Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.
163. **Sea Port of Embarkation (SPOE)**. An authorized point of departure from a foreign country or the United States located at a water port.
164. **SEAVAN**. See Container.
165. **Secure Holding Area**. Assistance provided by an installation, to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander, to a vehicle in transit when no emergency exists. The installation commander must make the same kinds of determinations as for "safe haven" or "refuge".
166. **Security Classification**. A category to which national security information and material is assigned to denote the degree of damage that unauthorized disclosure could cause to national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories:

**TOP SECRET** -- National security information or material that requires the highest degree of protection and the unauthorized disclosure could cause exceptionally grave damage to the national security.

**SECRET** -- National security information or material which requires a substantial degree of protection and the unauthorized disclosure could cause serious damage to the national security.

CONFIDENTIAL -- National security information or material that requires protection and the unauthorized disclosure could reasonably be expected to cause damage to the national security.

167. **Self Deploying Unit**: Includes any unit that has assets that can carry its own personnel and equipment to the deployment location i.e., an air refueling tanker unit.
168. **Sensitive Cargo/Material**. Arms, ammunition, and explosives that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See Protected Cargo.
169. **Sensitive Material**. Sensitive, conventional Arms, Ammunition, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
170. **Shipment Container--Cargo**. A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).
171. **Shipment Planning**. Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.
172. **Shipper**. A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.
173. **Shippers Export Declaration**. A form (Commerce Form 7525-V) which exporters are required to complete according to United States Department of Commerce regulations. It is filed with the United States Customs Office at the port of export and is used for statistical purposes.
174. **Shipper Service Control Office (SSCO)**. SSCO is the official clearance agency for shipments planned for lift to overseas points. It coordinates movement to the Port of Embarkation (POE) with both shippers and project managers. The SSCO is responsible to maintain visibility over cleared cargo and to provide shipment status to tracer requests. In addition, the SSCO will work with POEs and shippers to ensure advance movement data is at the ports prior to arrival of materiel.
175. **Short Ton (STON)(S/T)**. A short ton equals 2,000 pounds. (See Ton.)
176. **Single Manager**. A Military Department or Agency designated by the Secretary of Defense to be responsible for management of specified commodities or common Service activities on a Department of Defense-wide basis.
177. **Space Available Traffic**. The specific program of travel authorized by Department of Defense (DOD) 4515.13-R, Air Transportation Eligibility, allowing authorized passengers to

occupy DOD aircraft seats that are surplus after all space required passengers have been accommodated.

178. **Space-Required Traffic**. Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.
179. **Special Assignment Airlift Mission (SAAM)**. A mission performing special assignment airlift.
180. **Special Assignment Airlift Requirements**. Airlift requirements, including Chairman of the Joint Chiefs of Staff-directed or-coordinated exercises, that require special consideration due to the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel aircraft.
181. **Split Shipment Unit**. A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.
182. **Sponsoring Service**. Department of Defense Component that validates initial requirements and is sponsoring a particular activity, movement, or operation.
183. **Status of Forces Agreement (SOFA)**. An agreement that defines the legal position of a visiting military force deployed in the territory of a friendly state. Agreements delineating the status of visiting military forces may be bilateral or multilateral. Provisions pertaining to the status of visiting forces may be set forth in a separate agreement, or they may form a part of a more comprehensive agreement. These provisions describe how the authorities of a visiting force may control members of that force and the amenability of the force or its members to the local law or to the authority of local officials. To the extent that agreements delineate matters affecting the relations between a military force and civilian authorities and population, they may be considered as civil affairs agreements.
184. **Stowage Diagram**. A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo. The diagram also contains pertinent items of the following data for each cargo space and deck stowage area; i.e., overall dimensions, location of obstructions, dimensions of the overhead hatch opening, dimensions of bow door or stem gage opening, minimum clearances to the overhead, bale cubic capacity, square feet of deck area, and the capacity of booms.
185. **Stowage Plan**. A completed stowage diagram showing what material has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each port of discharge is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in perspective, while cargo stowed in the lower hold is shown in profile, except that vehicles usually are shown in perspective regardless of stowage.
186. **Stuffing/Stowing**. Packing of cargo or household goods into a container.
187. **SuperCargo**. Personnel that accompany cargo on board a ship for the purpose of accomplishing en route maintenance and security.

188. **Tanker Airlift Control Element Cadre**. All personnel permanently assigned to an Air Mobility Squadron/Air Mobility Control Flight/Airlift Control Squadron or Airlift Control Flight to support airlift operations.
189. **Tanker Airlift Control Element (TALCE)**. A mobile command and control organization deployed to support strategic and theater air mobility operations at fixed, en route, and deployed locations where air mobility operational support is nonexistent or insufficient. A TALCE provides on-site management of air mobility airfield operations to include command and control, communications, aerial port services, maintenance, security, transportation, weather, intelligence and other support functions, as necessary. The TALCE is composed of mission support elements from various units and deploys in support of peacetime, contingency, and emergency relief operations on both planned and “no notice” basis.
190. **Terminal**.
- Air. A facility for loading and unloading aircraft and the intransit handling of traffic (passengers, cargo, and mail) moved by air.
- Water. A facility for loading and unloading vessels and the intransit handling of traffic (passenger, cargo, and mail) moved by water.
191. **Theater**. The geographic area outside continental United States for which a commander of a combatant command has been assigned responsibility.
192. **Theater-Assigned Transportation Assets**. Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.
193. **Theater Commander in Chief (CINC)**. The commander of a unified command having responsibility and control for military operations in a designated geographical area.
194. **Ton**. A measurement of weight.
- Long Ton (L/T) (LTON). 2,240 pounds.
- Measurement Ton (M/T)(MTON). 40 cubic feet.
- Metric Ton (M.T.). 1,000 kilograms (2,204.6 pounds).
- Short Ton (S/T) (STON). 2,000 pounds.
195. **Traffic**. Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the Continental United States (CONUS) and is destined for an area outside of CONUS. Inbound traffic is that which originates outside of CONUS and is destined to or moving in the general direction of the CONUS.
196. **Traffic Management**. The direction, control and supervision of all functions incident to the procurement and use of freight and passenger transportation services.



197. **Trailer.** Vehicle without power drawn by a tractor
198. **Transportation Agent.** Individual designated in writing (in accordance with Service directives) to assume responsibilities of the Transportation Officer (TO). These responsibilities may include administering and/or signing contracts and other documentation which would normally require the signature of the TO and performing service-unique procedures, etc.
199. **Transportation Account Code (TAC).** A four-digit alpha-numeric code by which the Service, Agency, or contractor identifies the account to be charged for transportation.
200. **Transportation Component Command (TCC).** The three component commands of United States Transportation Command: Air Force Air Mobility Command; Navy Military Sealift Command; and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.
201. **Transportation Control and Movement Document (TCMD) DD Form 1384.** A form used to control the movement of cargo while in the Defense Transportation System and performs functions similar to a bill of lading in the commercial transportation system.
202. **Transportation Control Number (TCN).** A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.
203. **Transportation Discrepancies.** Any deviations of shipment received, i.e., quantity, condition, documentation, or deficiencies.
204. **Transportation Discrepancy Report (TDR).** Standard Form (SF) 361 used to report loss and damage to material.
205. **Transportation Officer (TO).** Person(s) designated or appointed to perform traffic management functions. The official at an activity that is appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Movement Control Team, or Branch Movement Control Team.
206. **Transportation Priority (TP).** Indicators assigned to eligible traffic that establish its movement precedence. Appropriate priority systems apply to the movement of traffic by sea and air. In times of emergency, priorities may be applicable to continental United States movements by land, water, or air.
207. **Transportation Working Capital Funds (TWCF).** TWCF is the United States Transportation Command portion of the Working Capital Funds transportation business area.
208. **Truckload.** A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.

209. **Unconstrained Requirement**. A request for common user transportation that can be satisfied by the transportation officer within the authority of the Defense Transportation Regulation with visibility throughout the Joint Mobility Control Group.
210. **Uniform Materiel Movement and Issue Priority System (UMMIPS)**. Department of Defense Regulation 4140.1-R, DOD Materiel Management Regulation, Chapter 5 and Appendix 8, specifies incremental time standards for requisition, issue, and movement of materiel for Department of Defense. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment. Also see Department of Defense 4500.9-R-1 Management and Control of the DOD Intermodal Container System, and this regulation, Part II Cargo Movement.
211. **Uniformed Services**. The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Services.
212. **Unit Line Number (ULN)**. A seven-character, alphanumeric field that uniquely describes a unique increment of a unit deployment, i.e., advance party, main body, equipment by sea and air, reception team, or trail party in a Joint Operation Planning and Execution System time-phased force and deployment data.
213. **Unit Load**. A pallet, module, or vehicle.
214. **Unitized Load**. One or more packaged items placed in a container or on a pallet and banded together as a unit.
215. **United States Armed Forces**. Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.
216. **United States Transportation Command (USTRANSCOM)**. The unified command with the mission to provide sea, land, and air transportation for the Department of Defense, across the range of military operations.
217. **Unstuffing**. Removal of cargo from container.
218. **Urgency of Need Designator (UND)**. A term accompanied by a capital letter (A through D) which establishes the pressure of necessity for the acquisition of a resource. Urgency of need A represents a compelling necessity, the lack of which has caused or will cause a mission failure; urgency of need B denotes a need which has or will cause mission impairment; urgency of need C is used to represent those resource requirements needed sooner than routine handling will permit; and urgency of need D establishes routine time frames. Consignee must authenticate all urgency of need A demands. Urgency of need designators are used in conjunction with the assigned force/activity designators to establish a positive resource demand based mission importance and the pressure of necessity. See “priority designator”.
219. **Voluntary Intermodal Sealift Agreement (VISA)**. VISA is the primary sealift mobilization program. It is an intermodal capacity-oriented program vice a ship-by-ship oriented program. All major United States flag carriers are enrolled in VISA. This

constitutes more than ninety percent of the United States flag dry cargo fleet. The worldwide intermodal system provided by these carriers provides extensive and flexible capabilities to the Department of Defense. The types of ships enrolled in the VISA program includes containerhips, roll-on/roll-off (RO/RO) ships, lighter aboard ship vessels, combination RO/RO and containerhips, heavylift ships, breakbulk ships, and tugs and barges.

- 220. **Water Clearance Authority (WCA)**. An activity which controls and monitors the flow of cargo into ocean terminals. (See Ocean Cargo Clearance Authority.)
- 221. **Water Port of Embarkation (WPOE)**. An authorized point of departure from a foreign country or the United States located at a water port.
- 222. **Worldwide Port System (WPS)**. WPS is an automated information system designed to support the cargo documentation and tracking at common user ocean terminals.
- 223. **Working Capital Fund (WCF)**. A revolving industrial fund concept for a large number of defense support functions, including transportation, using business-like cost accounting to determine total cost of business activity. (See also Transportation Working Capital Funds.)

## ABBREVIATIONS AND ACRONYMS

A/DACG	Arrival/Departure Airfield Control Group
AACG	Arrival Airfield Control Group
AAR	Association of American Railroads
AB	Air Base
ACA	Airlift Clearance Authority
ACL	Allowable Cabin Load
ACO	Administrative Contracting Office
AFB	Air Force Base
AFI	Air Force Instruction
AFJMAN	Air Force Joint Manual
AHA	Alert Holding Area
AIS	Automated Information System
ALCF	Airlift Control Flight
ALCS	Airlift Control Squadron
AMC	Air Mobility Command
AMCF	Air Mobility Control Flight
AMCU	Air Mobility Control Unit
AMOG	Air Mobility Operations Group
AMS	Air Mobility Squadron
ANG	Air National Guard
AOR	Area of Responsibility
AO	Area of Operations
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
AR	Army Regulation
ARNG	Army National Guard
ATMCT	Air Terminal Movement Control Team
ATOC	Air Terminal Operations Center
ATT	Affiliation Training Team
BL	Bill of Lading
C2	Command and Control
C3	Command, Control, and Communications
C4I	Command, Control, Communications, Computers, and Intelligence
C4S	Command, Control, Communications, Computer Systems
CAA	Command Arrangement Agreement
CAC	Common Access Card
CB	Center of Balance
CCP	Consolidation and Containerization Point
CFR	Code of Federal Regulations
CHE	Container Handling Equipment
CIM	Corporate Information Management

CINC	Commander in Chief
CJCS	Chairman of the Joint Chiefs of Staff
CMO	Convoy Movement Order
COCOM	Combatant Command
COLDS	Cargo Off-Loading Discharge System
CONEX	Container Express
CONUS	Continental United States
COR	Contracting Officer's Representative
CORE	Contingency Response
CRAF	Civil Reserve Air Fleet
CTP	Commercial Ticketing Program
CTUS	Customs Territory of the United States
CULT	Common-User Land Transportation
DA	Department of the Army
DACG	Departure Airfield Control Group
DCS	Defense Courier Service
DFAS	Defense Finance and Accounting Service
DFRIF	Defense Freight Railway Interchange Fleet
DLA	Defense Logistics Agency
DLAI	Defense Logistics Agency Instruction
DLAR	Defense Logistics Agency Regulation
DMC	Defense Movement Coordinator
DOD	Department of Defense
DOT	Department of Transportation
DSB	Deployment Support Brigades
DSCA	Defense Security Cooperation Agency
DSN	Defense Switched Network
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
DUSD/L	Deputy Under Secretary of Defense for Logistics
EDI	Electronic Data Interchange
ERO	Engine Running Onload/Offload
ETA	Estimated Time of Arrival
EUSC	Effective United States-Controlled
FAA	Federal Aviation Administration
FAW	Front Axle Weight
FCG	Foreign Clearance Guide
FM	Field Manual
FOH	Front Overhang
FORSCOM	United States Army Forces Command
FOUO	For Official Use Only
FSS	Fast Sealift Ship
FT	Feet/Foot

FY	Fiscal Year
GPMRC	Global Patient Movement Requirements Center
GSA	General Services Administration
GTN	Global Transportation Network
GWT	Gross Weight
HA	Humanitarian Assistance
HAZMAT	Hazardous Materials
HN	Host Nation
HQ	Headquarters
HS	Health Services
IAW	In Accordance With
IAW	Intermediate Axle Weight
IMDGC	International Maritime Dangerous Goods Code
ISB	Intermediate Staging Base
ISU	Internal Slingable Unit
ITV	In-Transit Visibility
JA/ATT	Joint Airborne and Air Transportability Training
JCS	Joint Chiefs of Staff
JFC	Joint Force Commander
JI	Joint Inspection
JICTRANS	Joint Intelligence Center Transportation
JLOTS	Joint Logistics Over the Shore
JMC	Joint Movement Center
JMCG	Joint Mobility Control Group
JOPEs	Joint Operation Planning and Execution System
JRSO&I	Joint Reception, Staging, Onward Movement, and Integration
JS	Joint Staff
JSPS	Joint Strategic Planning System
JTB	Joint Transportation Board
JTCC	Joint Transportation Corporate Information Management Center
JTF	Joint Task Force
JTMO	Joint Traffic Management Office
LASH	Lighter Aboard Ship
LBS	Pounds
LMSR	Large Medium Speed Roll-On/Roll-Off
LOGREQ	Logistics Requirements
LOTS	Logistics-Over-the-Shore
MACOM	Major Command
MARAD	Maritime Administration
MCC	Movement Control Center

MCO	Marine Corps Order
MCT	Movement Control Team/ Mobility Control Team
MFC	Mobility Force Commander
MHE	Materials Handling Equipment
MILVAN	Military Van
MO	Mobility Officer
MOA	Memorandum of Agreement
MOBCON	Mobilization Movement Control Program
MOOTW	Military Operations Other Than War
MOU	Memorandum of Understanding
MPH	Miles Per Hour
MPS	Maritime Prepositioned Ships
MSC	Military Sealift Command
MSE	Mission Support Element
MST	Mission Support Team
MTMC	Military Traffic Management Command
MTMCTEA	Military Traffic Management Command Transportation Engineering Agency
MTX	Military Traffic Expediting Service
NAVSUP	Naval Supply
NAVSUPINST	Naval Supply Systems Command Instruction
NCA	National Command Authorities
NCOIC	Noncommissioned Officer in Charge
NDRF	National Defense Reserve Fleet
NEO	Noncombatant Evacuation Operations
NM	Nautical Miles
NRP	Non-unit Related Personnel
OCCA	Ocean Cargo Clearance Authority
OCONUS	Outside Continental United States
OIC	Officer in Charge
OPCON	Operational Control
OPLAN	Operation Plans
OPLIFT	Opportune Lift
OPNAVINST	Navy Operational Instruction
OSD	Office of the Secretary of Defense
PEC	Program Element Code
PIN	Personnel Increment Number
POC	Point of Contact
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oils, and Lubricants
POP	Performance Oriented Packaging
PPBS	Planning, Programming, and Budgeting System

PSA	Port Support Activity
PSI	Pounds Per Square Inch
PWR	Prepositional War Reserve
RAW	Rear Axle Weight
RDD	Required Delivery Date
RDL	Reference Datum Line
RO/RO	Roll on/Roll off
ROH	Rear Overhang
RRF	Ready Reserve Force
RSO&I	Reception, Staging, Onward Movement, and Integration
SA	Staging Area
SAAM	Special Assignment Airlift Mission
SEABEE	Sea Barge
SECDEF	Secretary of Defense
SECSTATE	Secretary of State
SECTRANS	Secretary of Transportation
SMCC	State Movement Control Center
SOFA	Status of Forces Agreements
SOLAS	Safety of Life at Sea
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
SSAN	Social Security Account Number
STARC	State Area Command
STATCO	Statistical Collection of Passenger Travel
TA	Transportation Agent
TAA	Tactical Assembly Area
TAC	Type of Address Code
TACC	Tanker Airlift Control Center
T-ACS	Auxiliary Crane Ships
TALCE	Tanker Airlift Control Element
TCC	Transportation Component Command
TCN	Transportation Control Number
TEA	Transportation Engineering Agency
TJMC	Theater Joint Movement Center
TM	Technical Manual
TMCA	Theater Movement Control Agency
TO	Transportation Office
TO	Transportation Officer
TOC	Tanker Airlift Control Element Operations Center
TPFDD	Time-Phased Force and Deployment Data
TRADOC	Training and Doctrine Command
TWCF	Transportation Capital Working Fund



UDL	Unit Deployment List
ULN	Unit Line Number
UMD	Unit Movement Data
UMMIPS	Uniform Materiel Movement and Issue Priority System
UMO	Unit Movement Officer
US	United States
USA	United States Army
USAF	United States Air Force
USAR	United States Army Reserve
USCG	United States Coast Guard
USCINCTRANS	Commander In Chief United States Transportation Command
USCS	United States Customs Service
USDA	United States Department of Agriculture
USTRANSCOM	United States Transportation Command
VISA	Voluntary Intermodal Shipping Agreement
VTA	Voluntary Tanker Agreement
WB	Wheel Base

## WEB SITES

Air Force Joint Manual 24-204, Defense Logistics Agency Instruction 4145.3, Marine Corps Order P4030.19G, Naval Supply Publication 505, Technical Manual 38-250, Preparing Hazardous Material for Military Air Shipments:

<https://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAN.htm>

or

<http://www.afmc-pub.wpafb.af.mil/Hazmat/>.

Air Mobility Command (AMC) Channel Sequence Listing:

<https://amc.scott.af.mil/tacc/bulletin.htm>, then select AMC Sequence Listing.

Armed Forces Pest Management Board Technical Information Memorandum No. 31, Contingency Retrograde Washdowns: Cleaning and Inspection Procedures:

<http://www.afpmb.org/pubs/tims/tim31.htm>.

Code of Federal Regulations (CFR) Title access:

<http://www.access.gpo.gov/nara/cfr/>.

Defense Transportation Regulation (DTR):

<http://public.transcom.mil/j4/j4lt/dtr.html>.

Defense Finance and Accounting Service (DFAS):

<http://www.dfas.mil>.

DD Form 1726 CONUS Military Installation Materiel Outloading and Receiving Capability Report:

<http://web1.whs.osd.mil>, Department of Defense, Catalog of Directorate for Information Operations and Reports (electronic version). Follow these steps:

- Click on Forms and Reports
- Click on DoD Forms Program (Text Only Version)
- Click on Forms Inventory
- Click on Listing of Approved Department of Defense (DD)Forms
- Click on DOD Electronic Forms DD 1500 through DD 1999
- Click on DD 1726 (Fillable Adobe PDF).

DOD Activity Address Directory/Code (DODAAD/DODAAC):

<https://daynt6c.daas.dla.mil/webdodaaac/dodaaac.htm>.

DOD Electronic Data Interchange (EDI):

<http://www.lmi.org/dtedi>.

DOD Hazardous Materials Information System:

<http://www.dlis.dla.mil/hmis>.

DOD Publications:

<http://www.dtic.mil/whs/directives/>.

Army Field Manuals (FMs):

<http://www.usapa.army.mil/OfficialPubSites.html>.

Air Force Publications:

<http://afpubs.hq.af.mil>.

Navy Publications:

<http://neds.nebt.daps.mil>.

Marine Corps Publications:

<http://pubs.ala.usmc.mil/front.htm>.

Air Mobility Command Publications:

<https://www.scott.af.mil>.

MTMC Transportation Engineering Agency (TEA) Publications:

<http://www.tea.army.mil>.

Exemptions-HAZMAT:

<https://eta.mtmc.army.mil/>.

Foreign Clearance Guide (FCG):

<http://www.fcg.pentagon.mil/>.

Global Transportation Network (GTN):

<http://www.gtn.transcom.mil/public>.

Hazardous Materials Field Guide:

[http://dsc.mtmc.army.mil/HAZMAT/table\\_of\\_guides.htm](http://dsc.mtmc.army.mil/HAZMAT/table_of_guides.htm).

Humanitarian Cargo:

[http://www.dsca.osd.mil/programs/HA/hca\\_demine.htm](http://www.dsca.osd.mil/programs/HA/hca_demine.htm).

International Air Transportation Association (IATA):

<http://www.iata.org>.

International Civil Aviation Organization (ICAO):

<http://www.icao.int>.

International Maritime Dangerous Goods Code (IMDG Code):

<http://www.imo.org/HOME.html>.

Joint Electronic Library: <http://www.dtic.mil/doctrine/jel>.

Joint Staff: <http://www.dtic.mil/jcs>.

Maritime Administration: <http://www.marad.dot.gov>.

Military Assistance Program Address Directory/Code (MAPAD/MAPAC):  
<https://daynt6c.daas.dla.mil/dodaac/mapac.htm>.

Military Sealift Command (MSC):  
<http://www.msc.navy.mil>.

Military Standard (MIL-STD) 129:  
[http://astimage.daps.dla.mil/docimages/0000\63\00\STD\\_129N.PD0](http://astimage.daps.dla.mil/docimages/0000\63\00\STD_129N.PD0).

Military Traffic Management Command (MTMC):  
<https://www.mtmc.army.mil>.

For:

Military Bus Agreement (MBA)

Military Rail Agreement (MRA)

US Government Car/Truck Rental Agreement

Go to MTMC Web site: then select Passenger, Carriers & Programs, then Bus Carriers, Car Rental Carriers, Rail Carriers, or Truck Rentals.

MTMC Transportation Engineering Agency (TEA):  
<http://www.tea.army.mil>.

Performance Oriented Packaging Program (POP):  
<http://www.ddc.dla.mil/ddcpop/client/>.

United States Code(USC):  
<http://www4.law.cornell.edu/uscode/index.html>.